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3. The following types of gasoline octane ratings were used by the Hungarian Air Force aircraft.

<u>OCTANE RATING</u>	<u>ENGINE</u>	<u>AIRCRAFT</u>
95	VK-107A AM-42	YAK-9 IL-10 LI-2 (DS-3)
37	ASH-21 Argus Walther Minor	YAK-11 ARADO-96 SLIN
72	M-11D	UT-2

The 95 octane gasoline was of dark-red color and had a faint garlic-like odor. The 37 octane gasoline was both of light-blue and light-red color, also with a faint garlic-like odor. The 72 octane gasoline was not colored and had ordinary gasoline odor. Lead tetraethyl is added to ordinary gasoline in order to increase the octane rating.

4. I do not know how long gasoline can be stored without deteriorating, however, every ninety days, samples of gasoline were taken to laboratories in Budapest for testing. All fuel used by Hungarian Air Force was of Soviet origin. I have no information on jet fuels.
5. The following Soviet types of oil were used in the Hungarian Air Force: MK for summer use, which lost its viscosity when heated to T. 120°C; MS for summer use, which lost its viscosity when heated to T. 95° - 100°C. MZS was used for winter. The type of grease used was KV (Soviet produced) of light brown color.
6. A transparent "Hydraulic oil" was used on the Arado-96 landing gear retracting system. The fluid used in the shock absorber units was a mixture of glycerin (70%) and alcohol (30%). No anti-icer installations were available on Hungarian Air Force aircraft. The engine coolant fluid used on the Yak-9 and IL-10 aircraft was composed of water in which some kind of violet colored powder called "Krompik" was dissolved. Proportions were 5 grams powder to 72 liters water.

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